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| After<br>guns.<br>struc | airfield. The airficulb. It was rumored to July 1951, the field There was an old har tures, were under concroclub, and single-e  | that the field was guarded<br>figar at the instruction.  | Id was to be impro<br>I by six SNN men,<br>Tield. In December  | oved as a military<br>who were ared wit<br>1951, six new hon   | airfield.<br>h submachine  |
| 2. Rakov<br>(1: 51      | nik airfield. The ai<br>/L 28) to Nostekrej,<br>vered an area of abou  | rfield locat   | ed south of the  | Field path from Rel  | 7 1  |

- 2. Rakovnik airfield. The airfield located south of the field path from Rakovnik (1.51/L 23) to Nostokrej, about 2.5 km from Rakovnik, belonged to the Aeroclub. It covered an area of about 300x1,500 meters. Its surface was sandy and covered with short and conse grass. In 1946 and 1947 during airforce celebrations, military aircraft also landed at the field. In 1943, the wooden hangar burned down and, in the fall of 1951, the construction of a new hangar started. Excavation work was completed in December 1951. The field was occupied by 7 gliders and 3 small conventional sports planes, one of which burned in the hangar. Later on, the propellers were disassembled from the two other sports planes. (2)
- 3. Moravska Ostrava airfield. Detween July and mid-December 1951, the following air activities were observed over the airfield which is located about 3 km from Kuncice (P 50/0 58) toward Vitkovice. Every day between 4 and 5 p.m., a twinengine commercial plane landed at the field coming from the direction of Prague;

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almost defly, a small low-wing plane was observed engaged in aerobatics over the field and individual small sport planes of the same type were flown in local flights; gliders were occasionally observed over the field. (3)

h. Fockovice airfield. The airfield is located on a hill about 1 km west of Hockovice (551/3 15), just north of a high forest. The area of the field, which covered 300x1,000 meters, was sedded. There were no concrete areas. The drainage was excellent even after heavy rain. Both on the southern and northern edges of the field there was a wooden hangar in which the following aircraft were parked in 1950: 2 fliders, 2 Arados, 3 Fibers, and about 3 Zlivns which belonged to the local Aeroclub.

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the field was confiscated by themilitary administration in Liberec (0.51/6.16) in the spring of 1951. Allegedly, the field was to be enlarged, and concrete taxiways were to be built. Surveying was allegedly under way. Construction work was to start in the beginning of 1952. (4)

- 5. Pezinok airfield. A civilian airfield of the local feroclub was located about 1 km northwest of Pezinok (P 19/T 00) on the northwestern shore of Saulachen Brook, west of a read leading to the northwest. Just north of the northwestern corner of the field was the so-called Rosalka Chapel. The field covered an area of 600 meters from northwest to southwest and hoo meters from northwest to southeast. It could be extended by about 500 meters to the northwest and about 1,500 meters to the southwest. The soil consists of firm clay covered with grass. There were no runway or taxiways. A low wooden cabin, about 3x5 noters, with a flat roof, was in the middle of the northeastern edge of the field. Aircraft observed at the field on 15 June 1952 at 3 p.m. included 2 yellow gliders, 1 gliderwith a one-man crew, which approached for a landing from the northeast, 2 single-engine Sokol type sports planes, and 1 single-engine high-wing Piper Cub sport plane. (5)
- 6. At about 1 p.m. on 19 June two 1-formations of single engine aircraft flew over Pezinok. About 10 minutes later, a jet plane with slightly swept-back wines was observed crossing Pozinok at an altitude of 2,000 to 2,500 meters. there were maneuvers by ground troops in the area of tamhtovee, it is east of Fezinok-Todra (P 10/P OI) in which the aircraft were possibly anyolved.

Coments.

(1) A previous report indicated that improvement work was to start at Tabor airfield and that the field was possibly to be taken over by the Czechoslovakiam Air core. The information on the construction of six new hangers confirms improvement work of the field.

(2) This is the first report on Rakovnik airfield. The field is probably us for pre-military flight training.

(3) This information confirms that, up to December 1951, Norayska Ostrava airfield was generally used for intermediate landings by Ozechoslovakian commercial planes and for pre-military flight training. It is not believed that the field is scheduled to be used for military purposes.

(b) This is the first report on Hockovice airfield. The field was possibly to be improved as an auxiliary stricted for Liberec sirfield the suitability of which is limited during unfavorable weather conditions.

(5) Pezinok airfield which is reported for the first time is probably of minor importance and used by sports planes only. It is not believed that the field is scheduled to be improved and used for military purposes because it is located near the mountains.

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